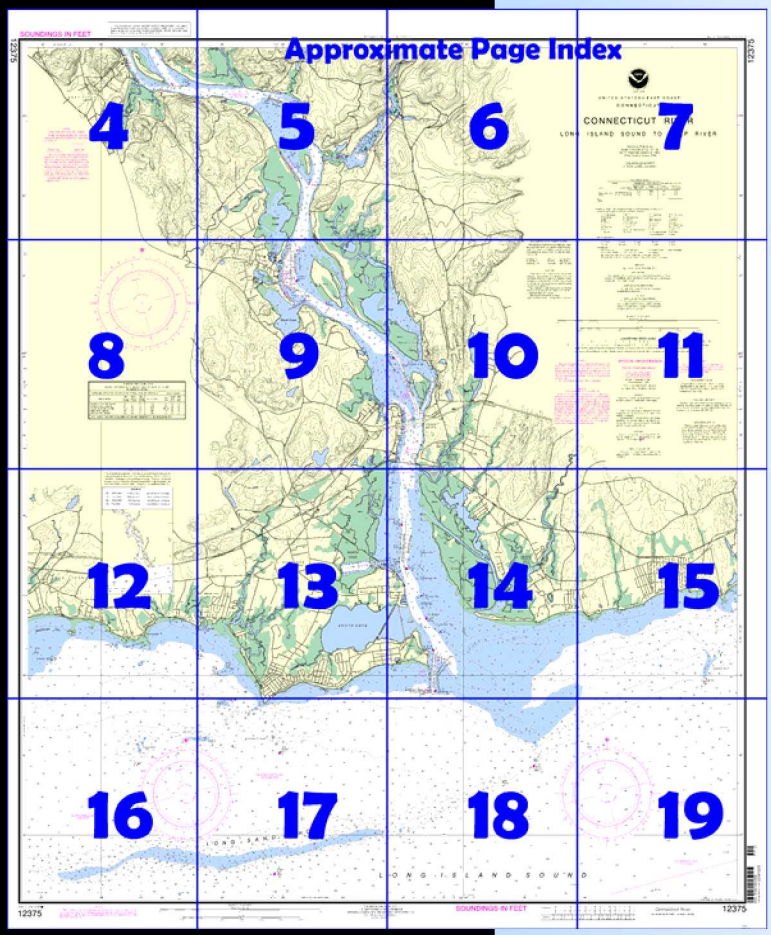
BookletChart™

Connecticut River - Long Island Sound to Deep River

(NOAA Chart 12375)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

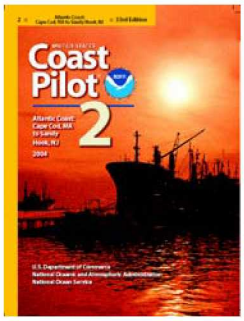
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 2, Chapter 8 excerpts]

(111) **Connecticut River** rises in the extreme northern part of New Hampshire, near the Canadian border, and flows southerly between the States of Vermont and New Hampshire and across Massachusetts and Connecticut to Long Island Sound. It is approximately 375 miles long and is one of the largest and most important rivers in New England. The head of commercial navigation is at Hartford, about 45 miles from the mouth.

(114) A Federal project for Connecticut River provides for a 15-foot jettied entrance channel and 15-foot dredged cuts across the bars to Hartford, 45 miles above the entrance.

(118) **Saybrook Outer Bar**, which obstructs the mouth of the Connecticut River, is shifting, with depths of 4 to 12 feet extending nearly 2 miles off the mouth; it is marked off its southeastern end by a lighted bell buoy.

(119) In March 1976, obstructions were reported in the channel at the railroad bascule bridge 3 miles above the mouth of the Connecticut River; a least depth of 13 feet is reported in the channel in area 40 to 50 feet from the east abutment of the bridge. Mariners requiring greater depths are advised to avoid this area of the channel during passages.

(123) At the entrance the currents have considerable velocity at times and always require careful attention, as the tidal current of the sound often sets directly across the direction of the current setting out or in between jetties. This condition is reported to be especially dangerous during the first 3 hours of ebb tide.

(124) During the ebb, a strong current runs from the Lyme Landing toward the center of the railroad bridge. Towboats with vessels in tow should steer for the east pier of the draw and should not swing out for the draw until almost in it, to avoid being set to the west side of the channel. Because of river discharge, the ebb current usually will be considerably stronger than the flood. Ebb current velocities of 1 knot or more have been observed under normal conditions on the bars in Connecticut River between Higganum and Hartford; the velocities of the flood currents are much less.

(125) **Freshets** occur principally in the spring, when the snow is melting, although occasional floods have occurred in every month of the year except July and September. At Hartford the usual rise due to spring freshets is between 16 and 24 feet. The highest freshets are generally of short duration, but the period during which the river at Hartford is at the level of 8 feet or more above mean low water averages nearly 2 months of each year. Below Middletown the height of the crest of a freshet decreases rapidly. At the mouth the variation in water level is due to the tides.

(141) **Old Saybrook** is a village on the west side of Connecticut River, about 1.4 miles northward of Saybrook Breakwater Light. There are several small-craft facilities along the west side of the river from Saybrook Point to **Ferry Point**, about 2 miles to the northward.

(142) A 5 mph **speed limit** is enforced at Old Saybrook between the railroad bridge and the Connecticut Turnpike bridge.

(143) **North Cove**, a dredged small-boat basin that affords excellent anchorage, is entered through a dredged channel that leads westward from the main channel about 0.4 mile northward of Saybrook Point. In February-March 1999, the controlling depths were 2.2 feet (5 feet at midchannel) in the entrance channel to the basin, thence depths of 3 to 5 feet were in the basin. The entrance channel is marked by private buoys.

(145) **Lieutenant River**, leading to **Old Lyme**, enters the east side of Connecticut River about 1.4 miles northward of Saybrook Point. Pipe stakes mark the south side of the channel across the bar at the entrance A midchannel depth of about 3 feet can be carried over the bar to about 0.2 mile above the second bridge. A **harbormaster** is at Old Lyme.

(146) The passage to the east and north of **Calves Island**, about 1 mile above the railroad bridge crossing Connecticut River, is used extensively for mooring small craft in the summer. This passage is subject to shoaling, particularly on the north side of Calves Island; caution is advised. A small-craft facility is on the east side of the passage just above the entrance. Berths, electricity, water, ice, marine supplies, storage facilities, a 25-ton lift, and some repairs are available. In July 2002, depths of 18 feet were reported at the facility.

(147) **Lord Cove** has its entrance about 300 yards northward of Calves Island. In July 1981, a depth of 3½ feet was available through the unmarked entrance. The marshlands surrounding Lord Cove and the other coves between Essex and the river mouth at Saybrook are frequented by duck hunters in October and November. Because of danger of gunfire, mariners are cautioned not to stray too close to the numerous duck blinds that exist in this area.

(151) Essex has excellent small-craft facilities.

(153) **Hamburg Cove** and **Eightmile River**, which empties into the north end of the cove, indent the east side of Connecticut River, 6 miles above Saybrook Point. A dredged channel leads from Connecticut River to a turning basin at **Hamburg**, a village at the head of navigation. In 1977, the controlling depth was 3 feet in the channel.

Table of Selected Chart Notes

PLANE COORDINATE GRID
(based on NAD 1927)

Connecticut State Grid is indicated by dotted ticks at 10,000 foot intervals.

HEIGHTS

Heights in feet above Mean High Water.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Meriden, CT	WXJ-42	162.40 MHz
Montville, CT	KHB-47	162.55 MHz
Riverhead, NY	WXM-80	162.475 MHz

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Saybrook Jetty	(41°16'N/72°21'W)	4.2	3.7	0.3	-3.5
Essex	(41°21'N/72°23'W)	3.6	3.2	0.2	-3.5

(101)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

CONNECTICUT RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF DEC 2005
AND SURVEYS TO OCT 2004

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
SAYBROOK OUTER BAR CHANNEL	7.8	9.8	8.8	10-04	300	0.6	15
SAYBROOK SHOAL CHANNEL	9.7	9.9	10.3	10-04	300	0.9	15
CALVES ISLAND BAR CHANNEL	11.6	11.8	12.3	3-99	200-150	0.9	15
ESSEX SHOAL CHANNEL	12.2	11.3	10.9	3-99	150	0.5	15
BROCKWAY BAR CHANNEL	10.4	10.9	11.5	3-99	150	0.4	15

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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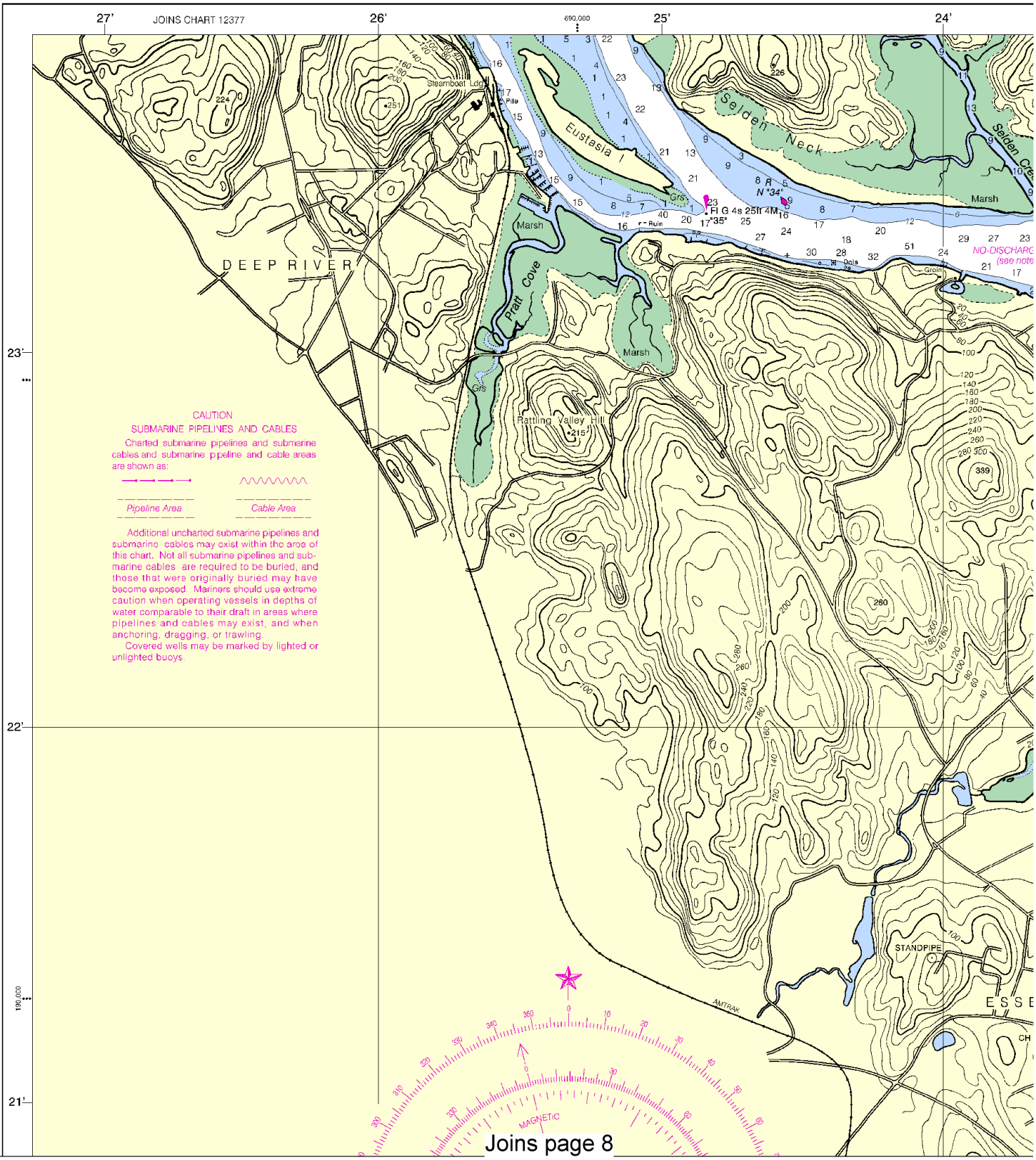
SOUNDINGS IN FEET



Joins page 8

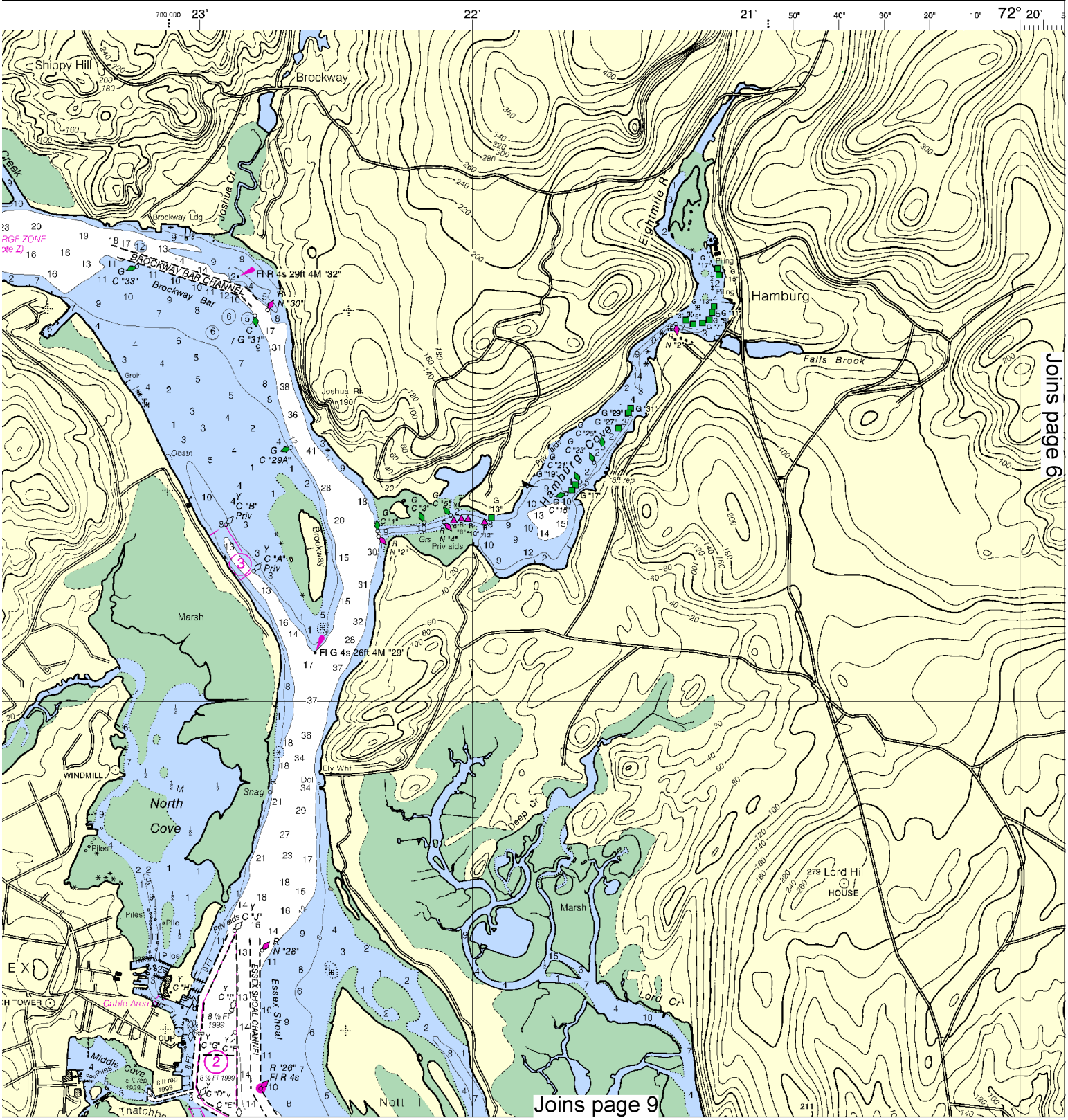
North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

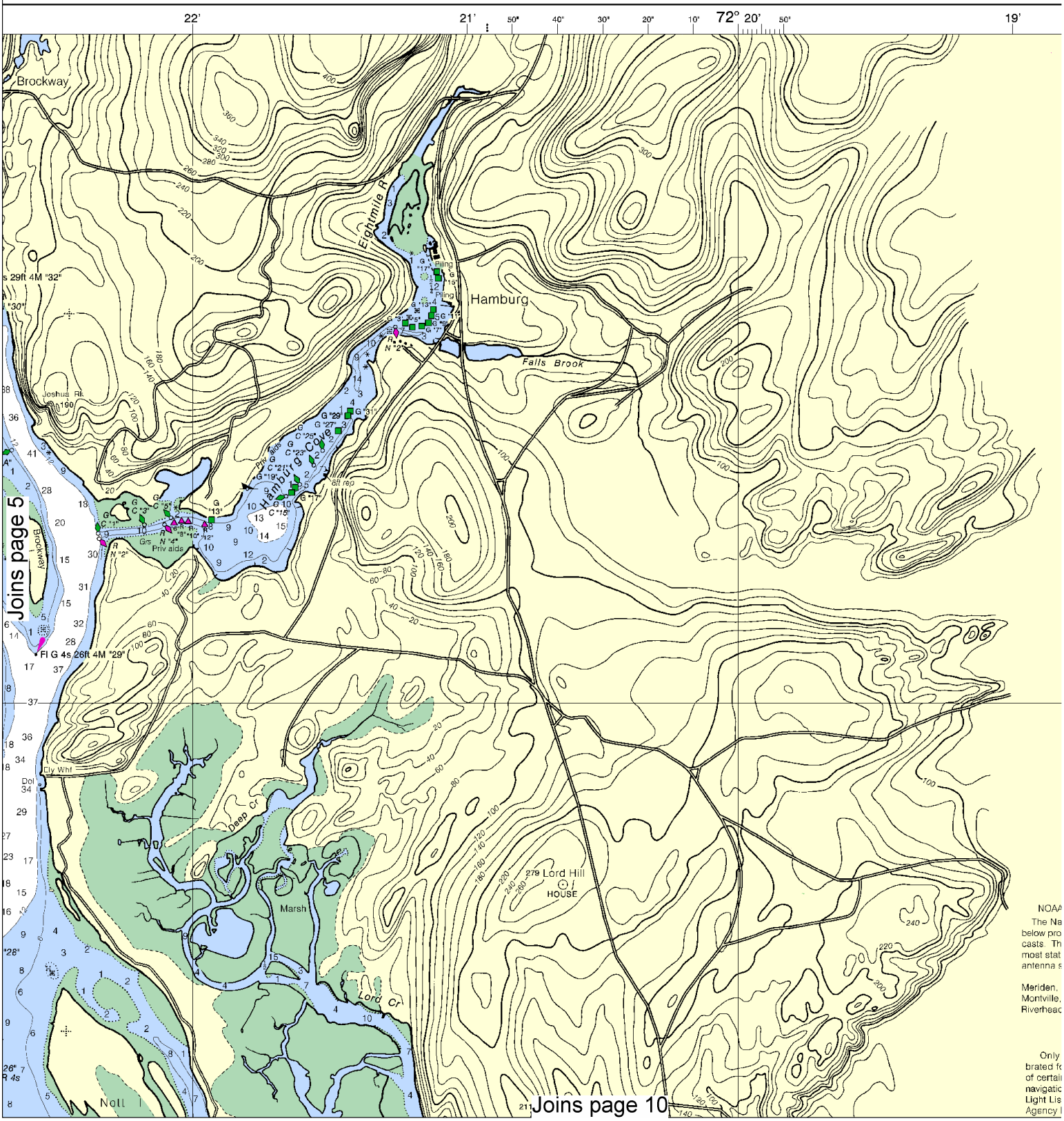
Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Formerly C&GS 215, 1st Ed., Aug. 1917 C-1917-174 KAPP 2161



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly C&GS 215, 1st Ed., Aug. 1917 C-1917-174 KAPP 2161



6

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500

12375

18' 17' 16'

23'

22'

21'

90,000

COAST SURVEY

UNITED STATES—EAST COAST

CONNECTICUT

CONNECTICUT RIVER

LONG ISLAND SOUND TO DEEP RIVER

Mercator Projection
Scale 1:20,000 at Lat. 41° 19'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
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ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
S: M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMA

Joins page 11

AA VHF-FM WEATHER BROADCASTS

National Weather Service stations listed
rovide continuous marine weather broad-
The range of reception is variable, but for
tations is usually 20 to 40 miles from the
a site.

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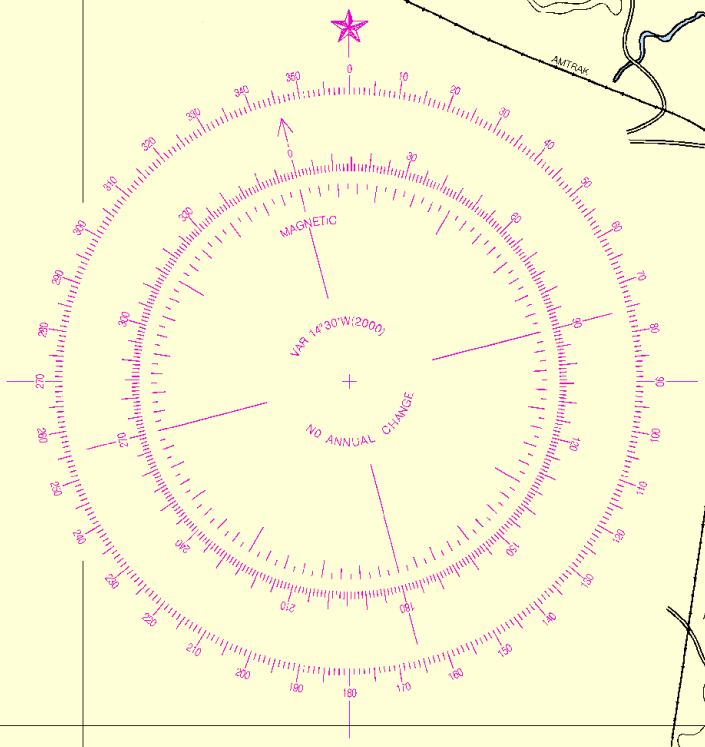
CAUTION

ly marine radiobeacons have been cali-
for surface use. Limitations on the use
tain other radio signals as aids to marine
tion can be found in the U.S. Coast Guard
Lists and National Imagery and Mapping
y Publication 117.

Joins page 4



CONNECTICUT RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF DEC 2005 AND SURVEYS TO OCT 2004

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NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969		bottom coverage
B4	1900-1939		bottom coverage

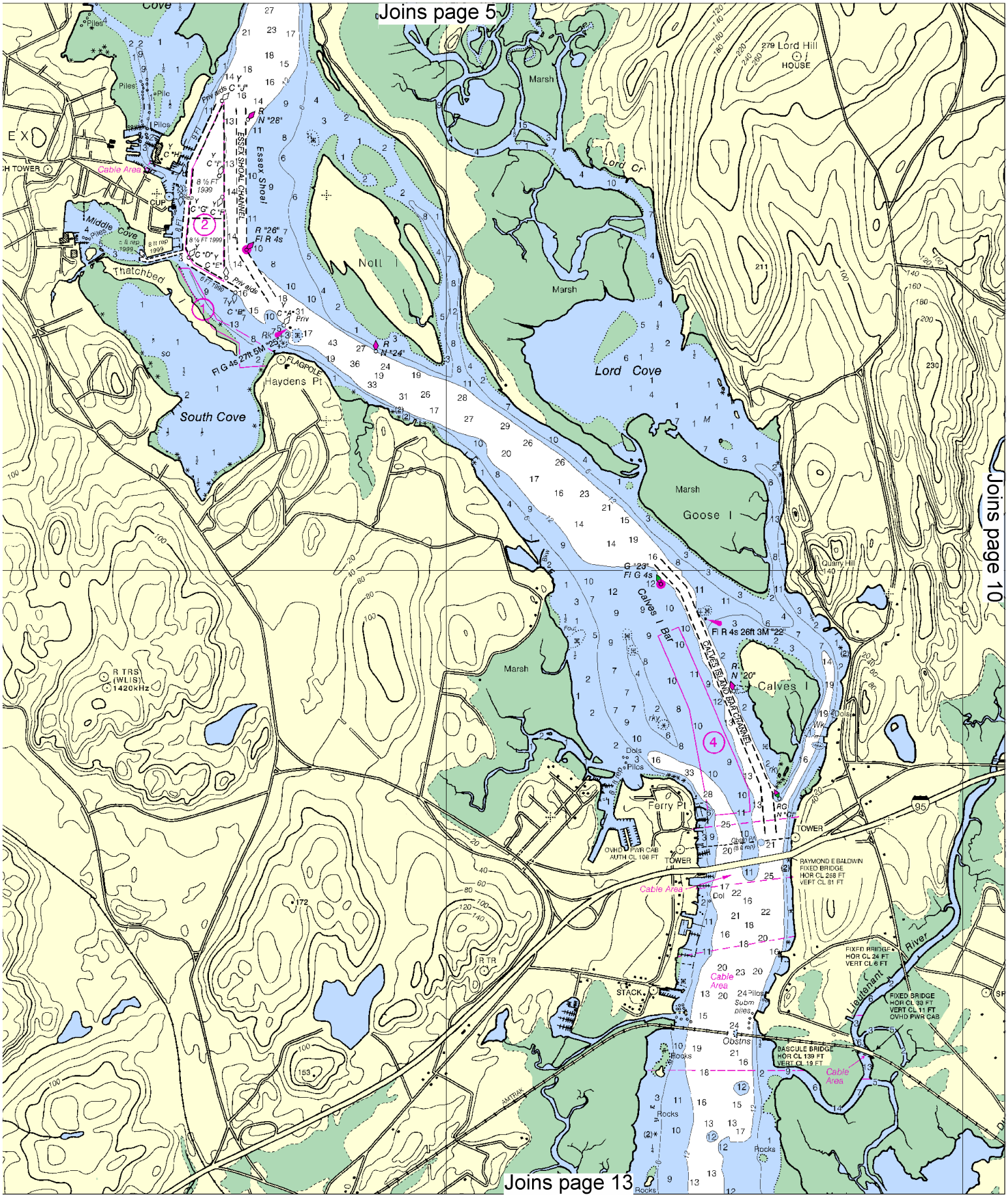
Joins page 12

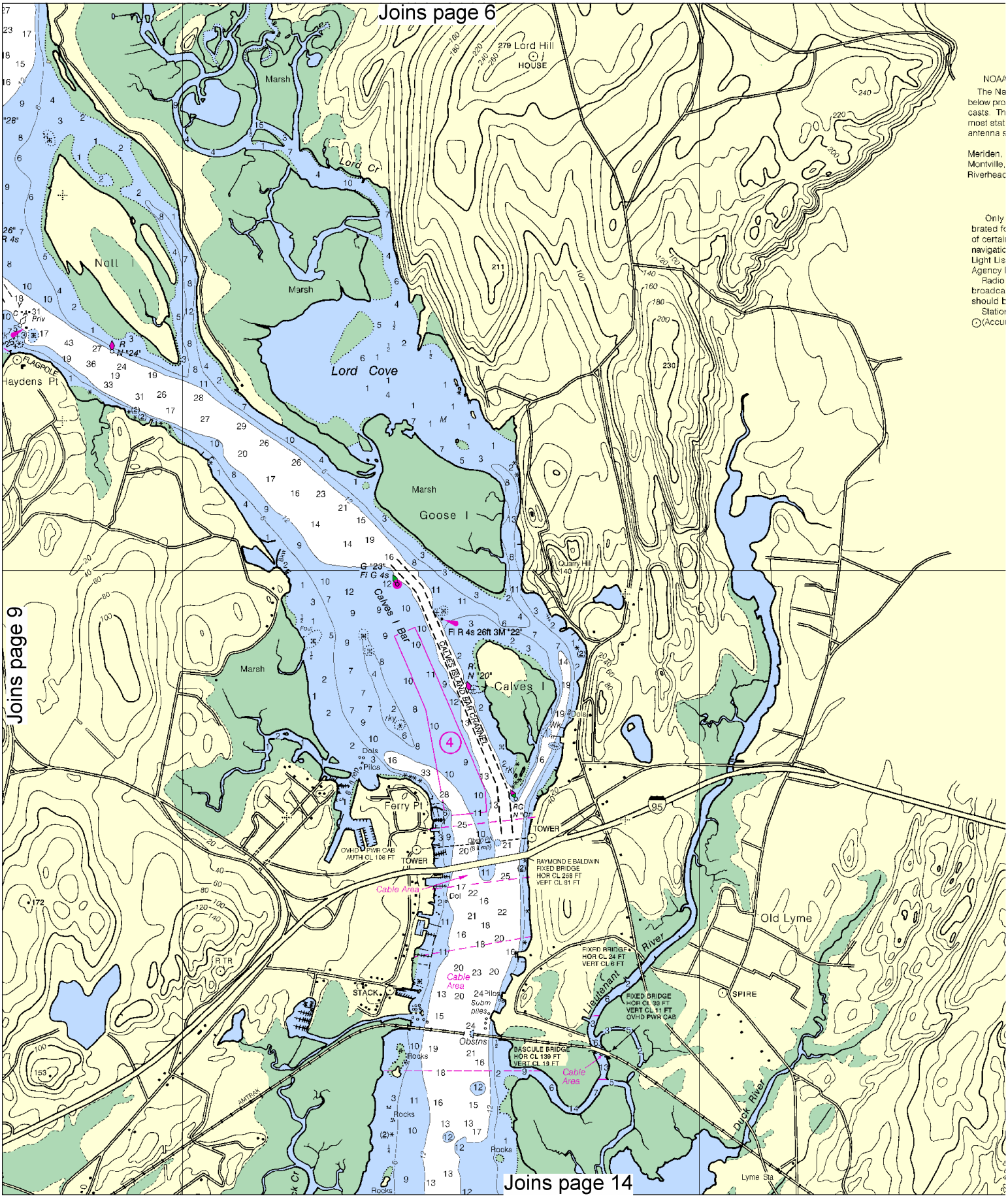
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

North


Joins page 5
Joins page 10
Joins page 13
Essex Shoal
ESSEX SHOAL CHANNEL
Cable Area
Middle Cove
Thatchbed
South Cove
Haydens Pt
FLAGPOLE
Noll I
Marsh
Lord Cr
Lord Cove
Goose I
Calves I
Calves I Bar
CALVES ISLAND BRANCH CHANNEL
Ferry Pt
TOWER
OVHD PWR CAB
AUTH CL 106 FT
RAYMOND E BALDWIN
FIXED BRIDGE
HOR CL 268 FT
VERT CL 81 FT
FIXED BRIDGE
HOR CL 24 FT
VERT CL 6 FT
FIXED BRIDGE
HOR CL 33 FT
VERT CL 11 FT
OVHD PWR CAB
BASCULE BRIDGE
HOR CL 139 FT
VERT CL 19 FT
Lieutenant River
Lord Hill
HOUSE
Quarry Hill
STACK
Obstns
Rocks
Subm piles
R TRS
(WLIS)
1420kHz
R TR
AMTRAK
95



North

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Nautical Miles: 0 — 1 — 1 ½

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Joins page 7

C can
DIA diaphone
F fixed
Fl flashing
MICRO TR microwave tower
Mkr marker
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
S M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Bldr boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

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SUPPLEMENTAL INFORMATION

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CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

SCALE 1:20,000

Nautical Miles

½ 0 ½ 1 1½

Yards

500 0 500 1000 1500 2000 2500

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

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Refer to charted regulation section numbers.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

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SPECIAL ANCHORAGES

110.1 & 110.55 (see note A)

1 2 3 4

PLANE COORD NATE GRID
(based on NAD 1927)

Connecticut State Grid is indicated by dotted ticks at 10,000 foot intervals.

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Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

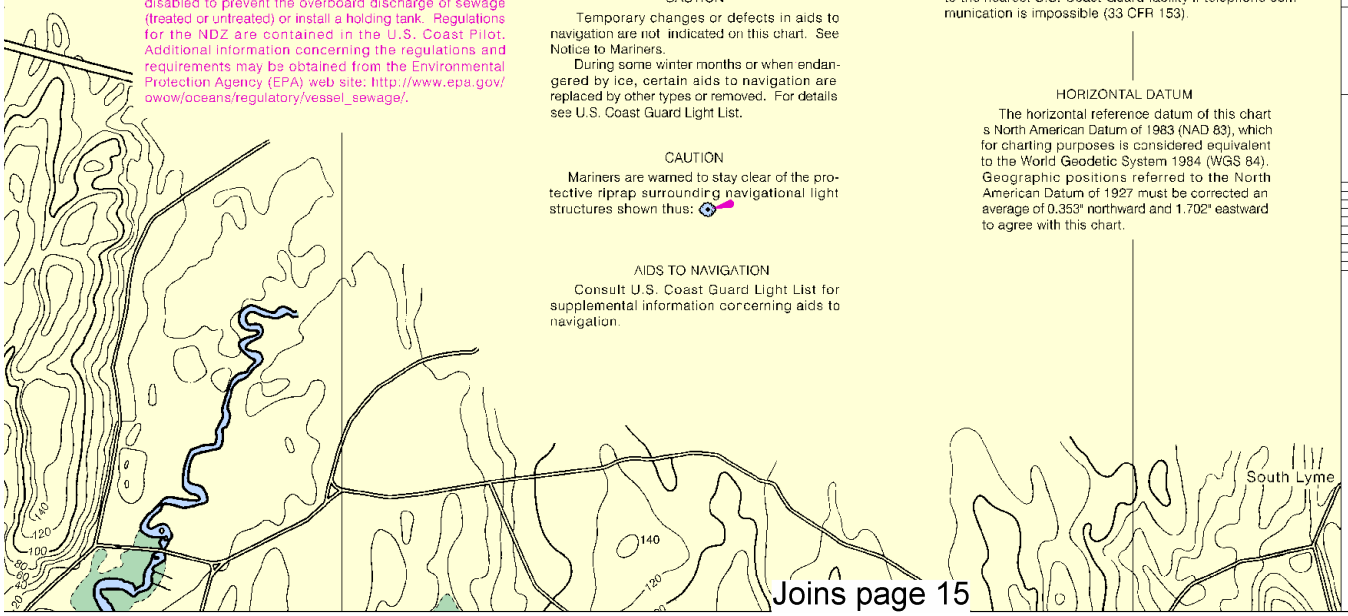
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM

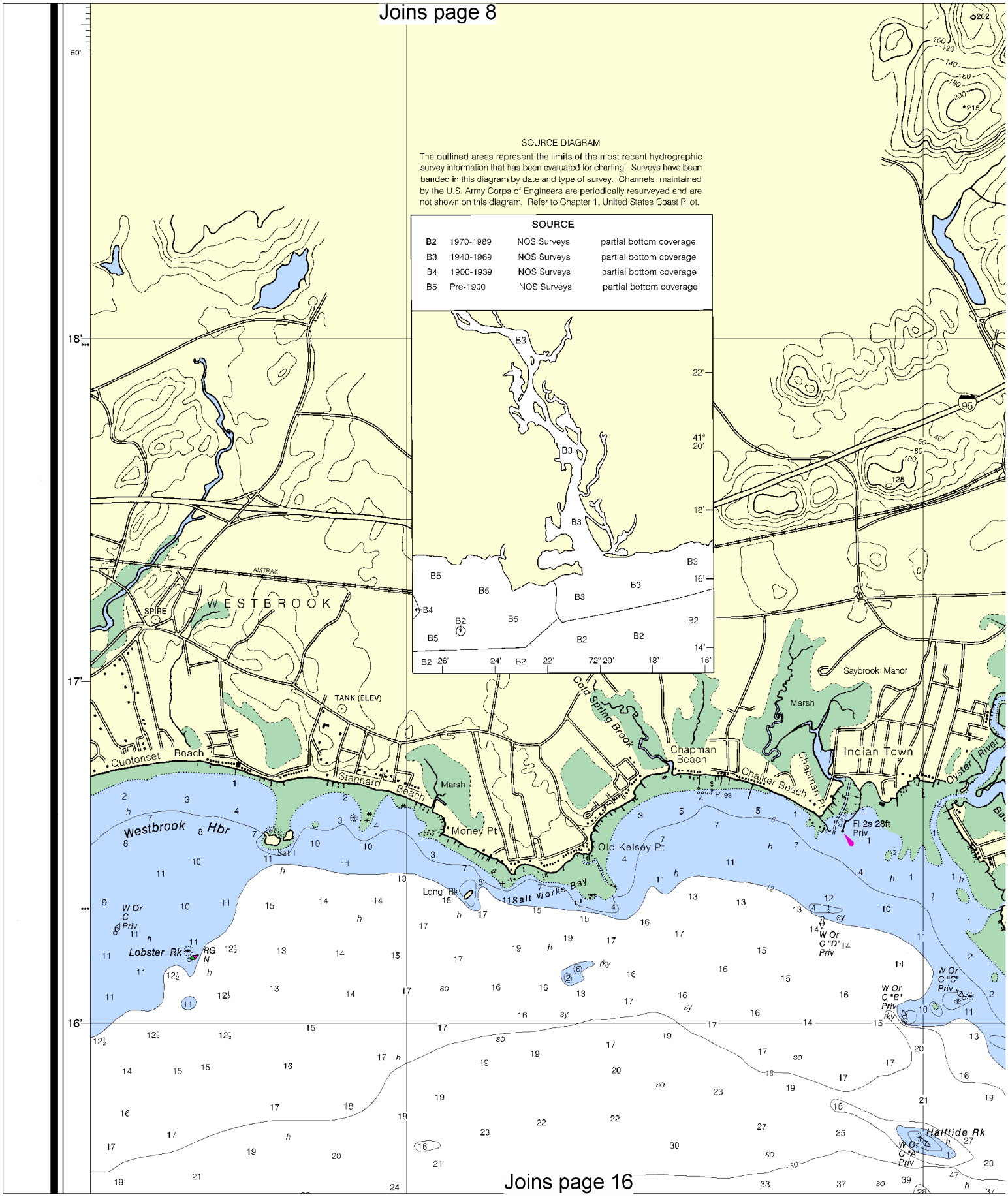
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.353" northward and 1.702" eastward to agree with this chart.



Joins page 15

-90,000
21'
41° 20'
50"
40"
160,000
30"
20"
10"
19'
50"

Joins page 8



Joins page 16

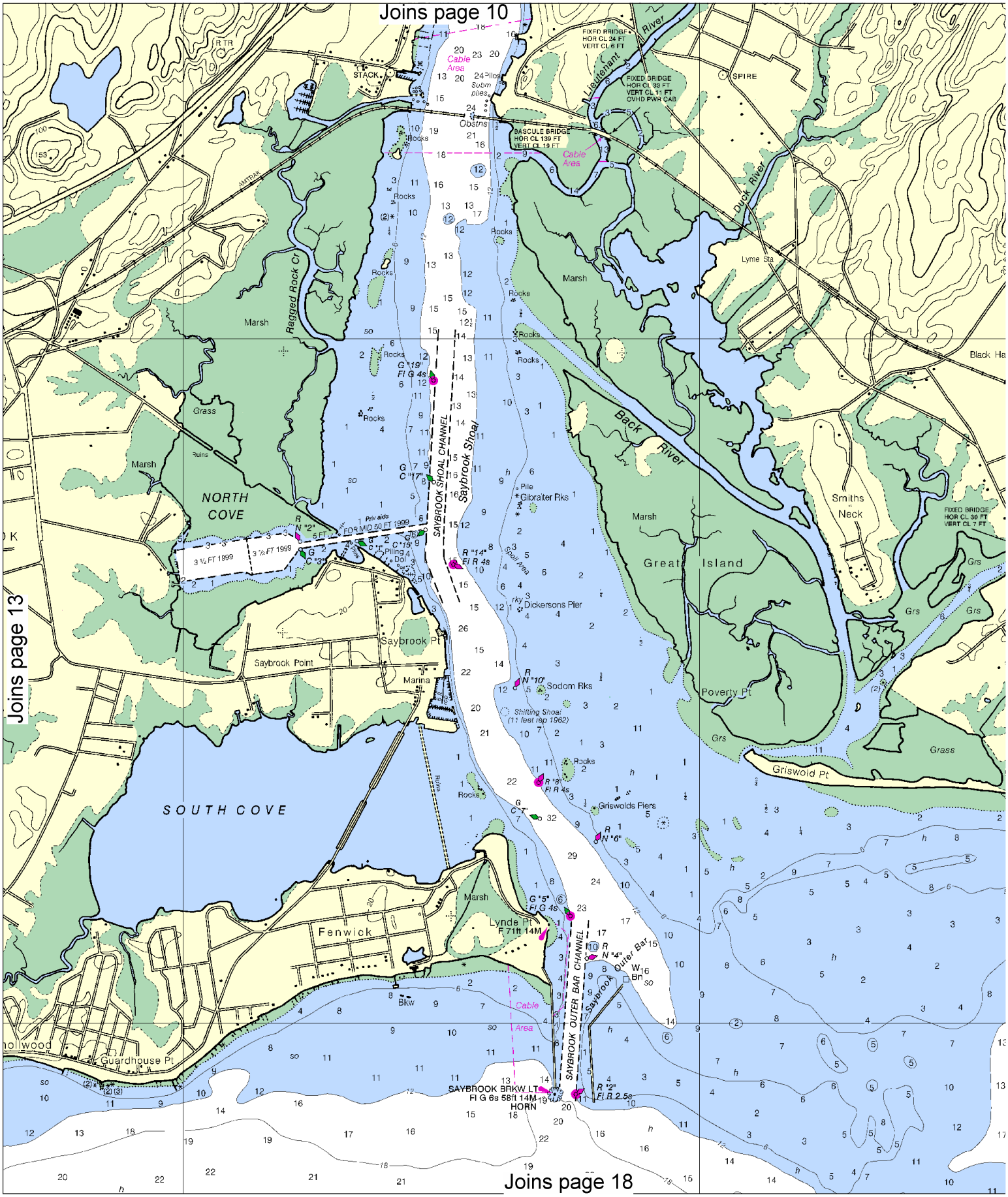
North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500


Joins page 9
Joins page 14
Joins page 17
OLD SAYBROOK
NORTH COVE
SOUTH COVE
Saybrook Point
Saybrook Pt
Marina
Fenwick
Lynde Pt
Knollwood
Guardhouse Pt
Cornfield Pt
Griswolds Piers
Dickersons Pier
Gibraltar Rks
Sodom Rks
Saybrook Shoal
SAYBROOK SHOAL CHANNEL
SAYBROOK OUTER BAR CHANNEL
Saybrook Outer Bar
Ragged Rock Cr
Back River
Lieutenant River
Great Isl
Poverty
Marsh
Rocks
Ruins
Grass
Cable Area
FIXED BRIDGE HOR CL 24 FT VERT CL 6 FT
FIXED BRIDGE HOR CL 39 FT VERT CL 11 FT OVHD PWR CAB
BASCULE BRIDGE HOR CL 139 FT VERT CL 19 FT
SAYBROOK BRKW LT Fl G 6s 58ft 14M HORN
Shifting Shoal (11 feet rep 1962)
Priv aids
3 ½ FT 1999



North

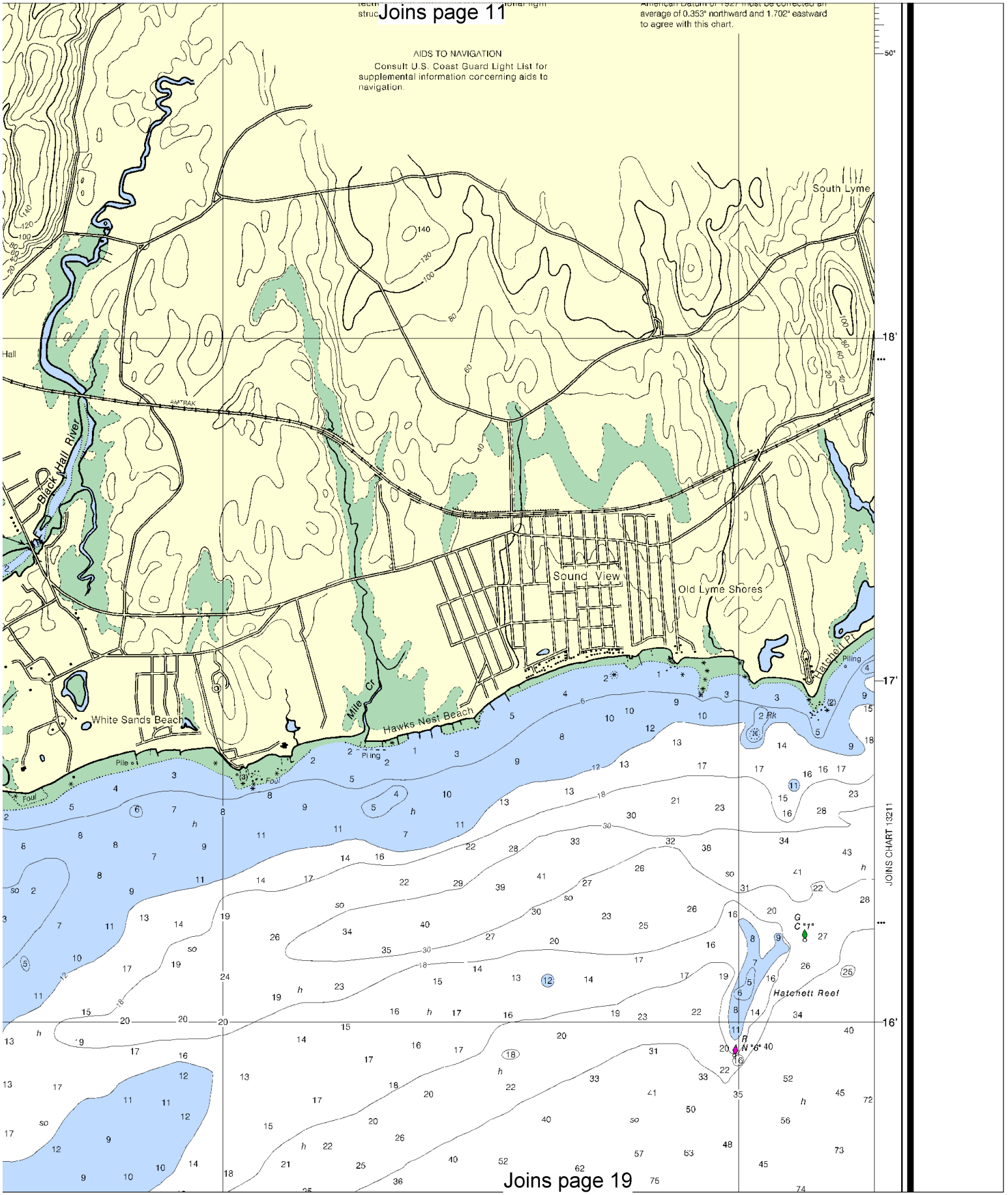
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

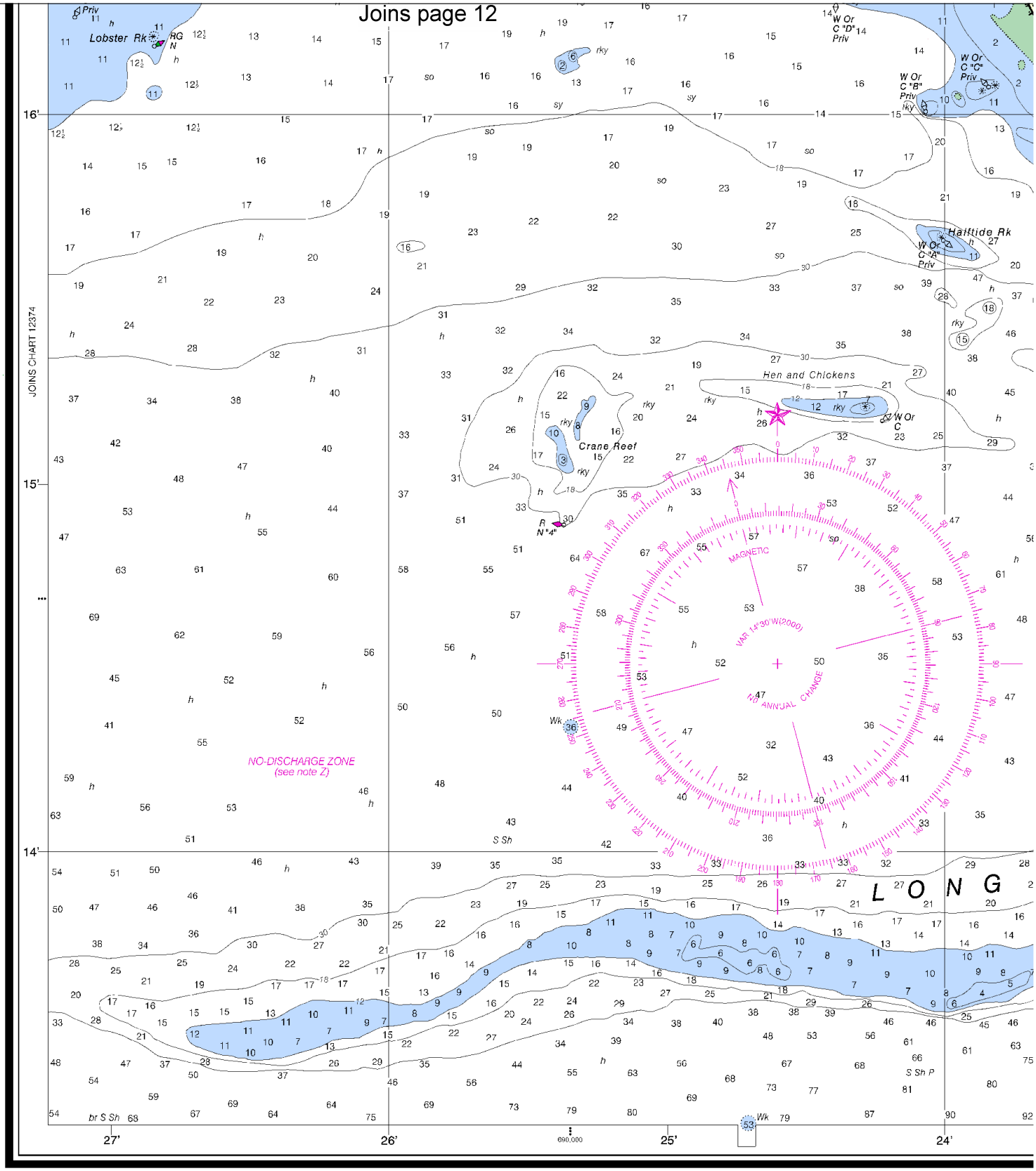
Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500


Joins page 11
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
average of 0.353" northward and 1.702" eastward
to agree with this chart.
South Lyme
Hall
AMTRAK
Black Hall River
Sound View
Old Lyme Shores
Thatcher Pt
Piling
White Sands Beach
Mile Cr
Hawks Nest Beach
Pile
Foul
2 Rk
Hatchett Reef
18'
17'
16'
JOINS CHART 13211
Joins page 19



21st Ed., Feb. 17/01■

12375

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

SCALE 1

Nautical

Yar

500 0 500 10

16

North

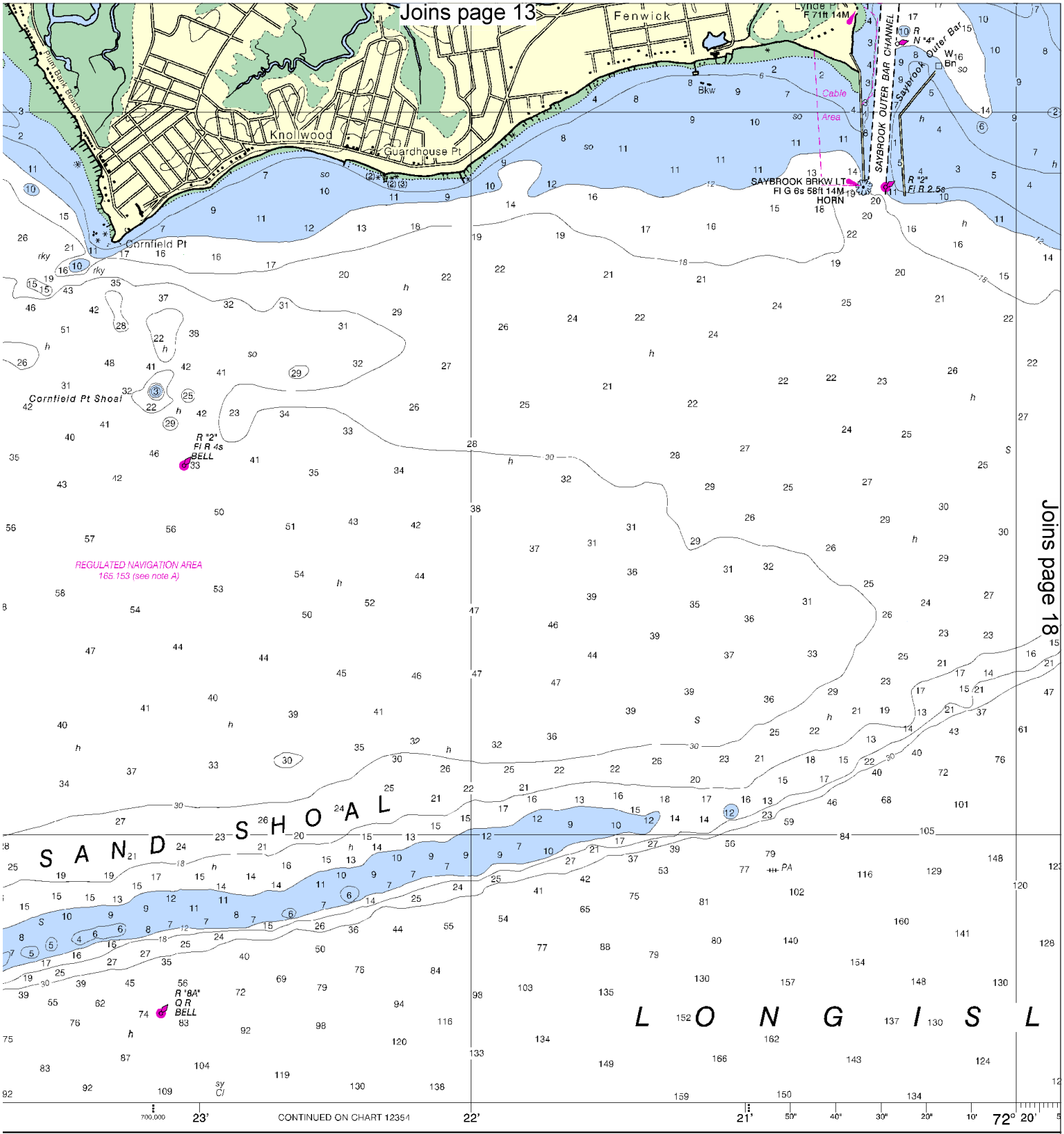
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500



1:20,000

Miles

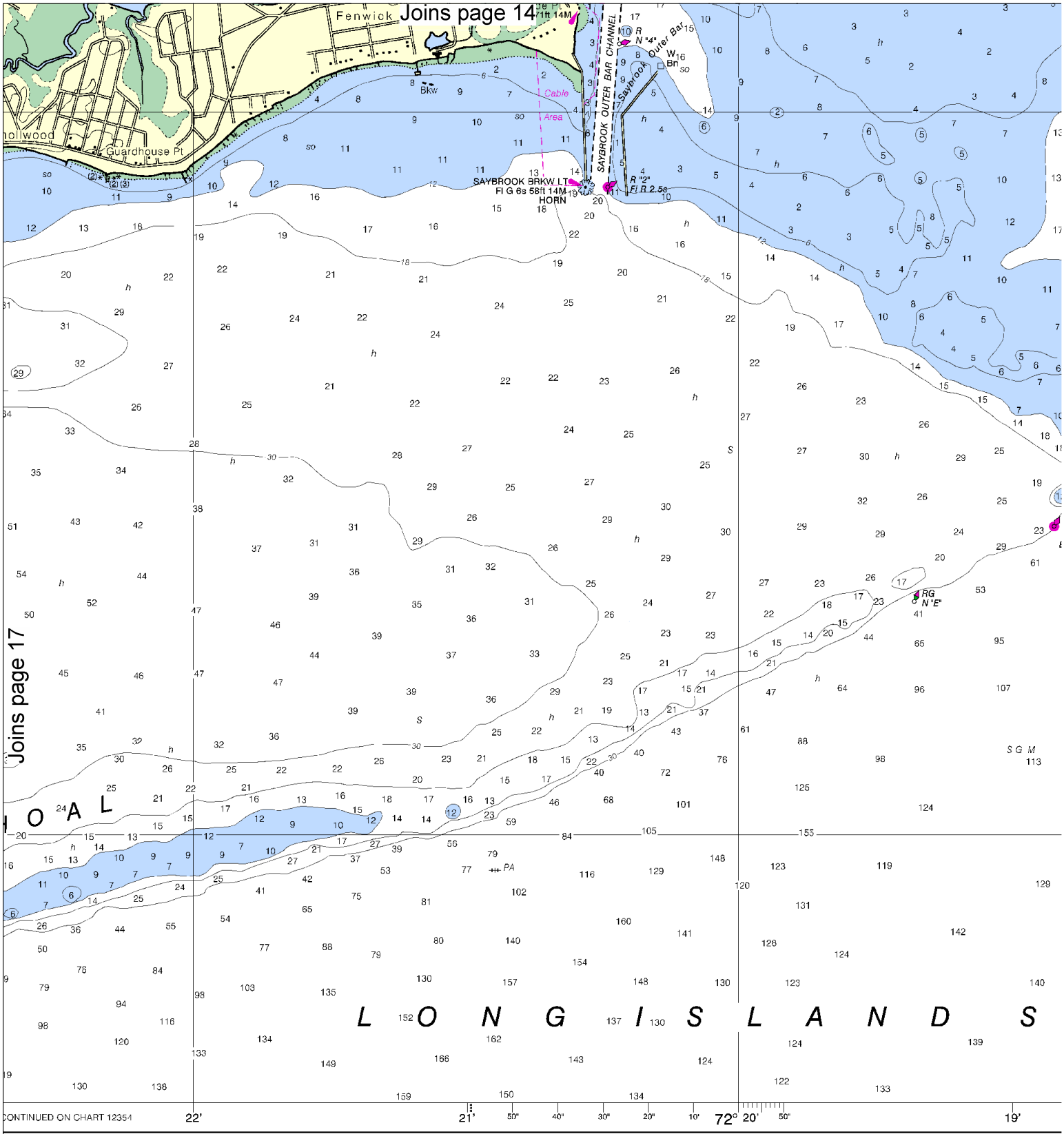
1 1½

ards

1000 1500 2000 2500

Publishec at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUN



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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

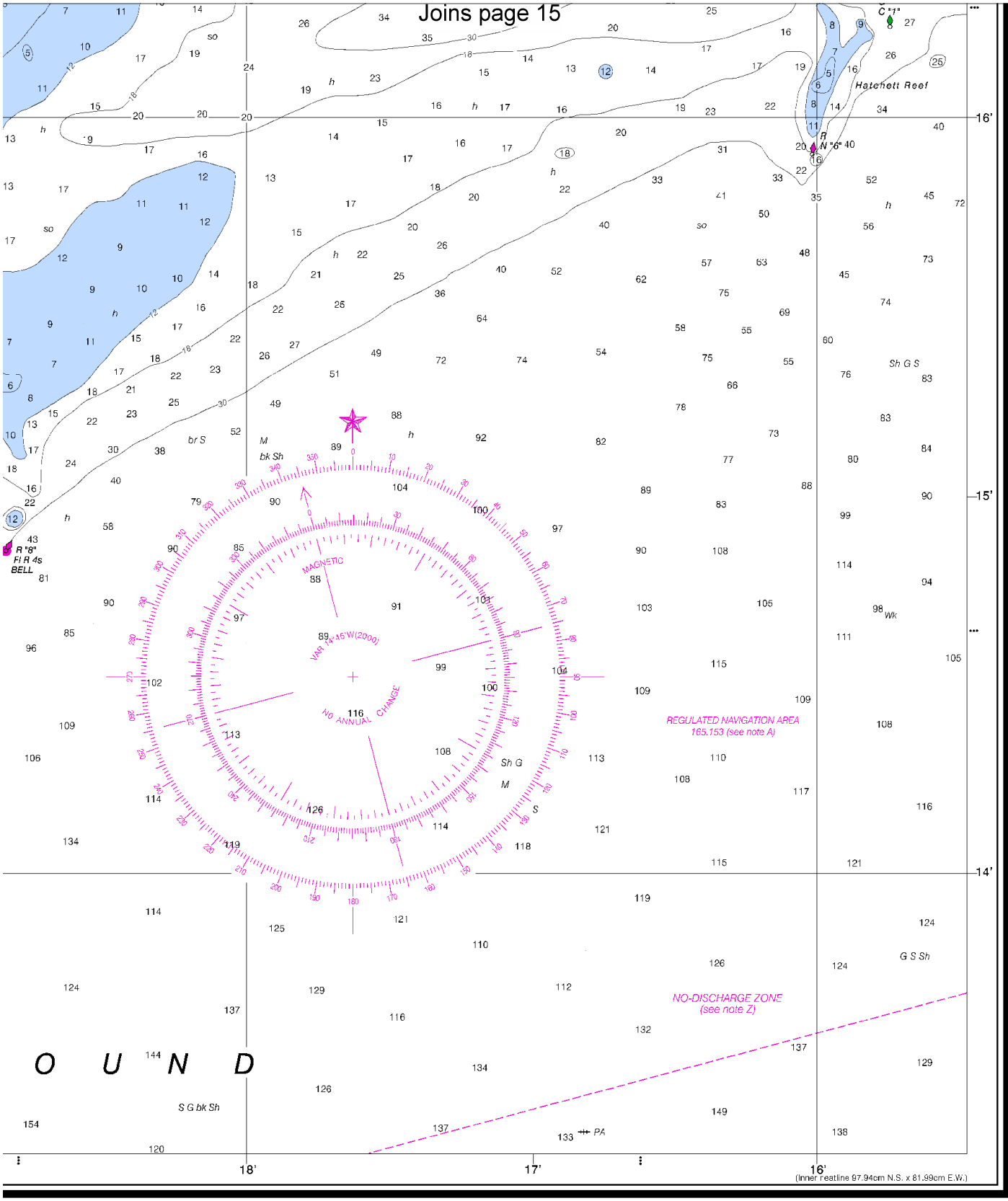
SOUNDINGS IN FEET

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



(Inner neatline 97.94cm N.S. x 81.99cm E.W.)

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31																

Connecticut River

SOUNDINGS IN FEET - SCALE 1:20,000

12375

ED. NO. 21

NSN 7642014010396 NIMA REFERENCE NO. 12XHA12375

12375
11/01/00

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Group MSO LI Sound – 203-468-4404
Coast Guard New London – 860-442-4471
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

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Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.